the Ministry of Health and Family Welfare for implementation on the Central Health Scheme under the Ministry of Health and Family Welfare *vide* letter No. A-45013/13/90-CHSV dated 14-11-1991 and two-time bound promotions were granted to doctors recruited to the junior scale (initial entry in the cadre) of all sub-cadres under the Central Health Scheme. The Notification issued by the Ministry of Health and Family Welfare was applicable only to doctors in the Central Health Scheme under that Ministry. However, vide para 15 of the letter dated 14-11-1991, the Ministry of Health and Family Welfare advised the Ministry of Railways, Ministry of Defence and other organisations to separately process the proposals for restructuring of the cadres under those Ministries/ organisations.

The Ministry of Railways have considered the proposal and the benefit of two time-bound promotions were granted to doctors recruited to the junior scale (initial entry to the cadre) of the Indian Railway Medical Service.

Indian Railway McMcal Service do not have specialist cadre and all doctors recruited either to Junior scale or in higher grades as lateral entrants belong to the only cadre of Indian Railway Medical Service. Since two time-bound promotions are available to those recruited in the Junior scale of the cadre, the intention of the Notification of the Ministry of Health and Family Welfare stands satisfied in the case of Indian Railway Medical cadre also.

(c) and (d) The Hon'ble Central administrative Tribunal ordered grant of promotions to the Directly recruited DMOs in accordance with Rules and instructions on the subject of promotions. The Tribunal modified their order on 18-10-2001 and ordered grant of two-time bound promotions to directly recruited DMOs. A Civil Writ Petition against the order of the Tribunal has been filed before the High Court of Delhi and the Hon'ble High Court heard the matter on 19-11-2001 and were pleased to stop operation of the orders of the Tribunal dated 21-3-2001 and 18-10-2001. The matter is currently sub-judice before the Hon'ble High Court of Delhi.

Bedi Port-Rozipicr Rail Line

2084. SHRI ANANTRAY DEVSHANKER DAVE : Will the Minister of RAILWAYS be pleased to state :

(a) whether development of Bedi Port needs infrastructure;

(b) if so, the reasons for not constructing rail line from Jamnagar Bedi Port to Rozi pier;

(c) the distance of the above rail line; and

(d) whether it is a very short distance, if so. by when the rail line would be constructed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) to (d) Bedi Port is a minor port in Gujarat. Traffic generated by this port is not considered adequate for the Railways to provide rail linkage to this port at Railways' cost.

Construction of a rail line from Jamnagar Bedi Port to Ro/.i Pier is not considered necessary at the present stage.

From Windmill station to New Bedi Port and Rozi Pier, the distance is approximately 14 Kms.

Construction of New B.G. line from Coimbatore to Irugur

2085. SHRI S. VIDUTHALAI VIRUMBI: Will the Minister of RAILWAYS be pleased to state:

(a) what is the total estimated amount for construction of new broad gauge rail line froTn Coimbatore to Irugur in Southern Railway,

(b) what is the amount allocated for the project for the current financial year; and

(c) by when the project is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) There is no project for construction of new BG. line from Coimbatore to Irugur. However, doubling of Coimbatorc-Irugur is included in the budget. The cost as per detailed estimate has been worked out as Rs. 40.46 cr.

(b) Rs. 2 cr.

(c) No target date has yet been fixed